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Approved For Release 2003/12/18 : CIA-RDP63-00313A000600040035-4

**TOP SECRET**

CHAL-0149  
Copy 5 of

21 September 1959

MEMORANDUM FOR: Acting Chief, Development Projects Division  
THROUGH : Chief, Administrative Branch, DPD  
SUBJECT : Proposed Action to Combat Unfavorable Publicity  
Appearing in Honolulu Press and UPI BULLETIN  
Concerning Project CHALICE

1. This memorandum contains a recommendation for action in paragraph 3 to be executed in by the Acting Chief, DPD.

2. Attached for your information is a photostatic copy of an article appearing in the Honolulu Star-Bulletin, dated 10 September 1959 (Attachment A) and also a copy of the text of a UPI Bulletin, dateline Honolulu 10 September, which was picked up on a "bootleg" circuit through the base communications system at Adana, Turkey, (Attachment B) both of which deal with the Project CHALICE mission. We have also been advised that a similar news article appeared 13 September in an Athens English daily newspaper. As yet, we have no indication that the information was published in any other organ.

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3. These news articles have been discussed in detail with [redacted] DPD Cover Officer, Colonel Geary, and a cleared representative of the Air Force Public Information Office. It is our opinion that the news articles were not as a result of a leakage of Project CHALICE information, but instead were obviously prompted by the appearance of an ADAC U-2 aircraft at Hickam AFB, Honolulu, Hawaii, in connection with a Project DISCOVERER retrieval effort during August 1959. This matter was publicized in the 15 August 1959 edition of the Honolulu Advertiser (Attachment C). As you may recall, the DPD authorized ADAC and AFMID to utilize the U-2 for this purpose, subject to the operating altitude restriction of 55,000 feet to prevent disclosure of maximum altitude capabilities to uncleared SC-121 crewmen involved in the DISCOVERER retrieval effort.

USAF review(s) completed.

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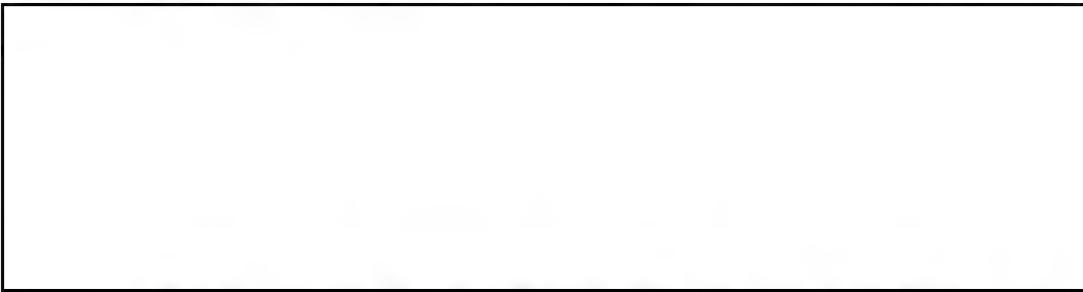
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4. The "no comment" by USAF, Washington, D.C., officials referred to in the UPI Bulletin is equally unfortunate. We understand that this was issued by Brig. Gen E. B. LeBailey, Air Force Information Services, as a result of a telephone call from a Washington UPI representative on the evening of 11 September. Although we have not ascertained what specifically was said by General LeBailey on this occasion, we do understand that the UPI Bulletin took his statement out of context and did not reflect the true connotation of his words. Obviously, had proper coordination been effected, this would have been an opportune time to rebut the article.

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6. There are certain statements and implications appearing in the article by Mr. Mark Waters which are untrue. They are:

a. The ARDC U-2 operating from Hickam AFB was not painted black, but instead was silver colored with standard Air Force markings.

b. The Air Force has never operated a U-2 aircraft from outside the Western Hemisphere.

c. There has never been a U-2 aircraft on Panama other than on the occasion of an emergency landing in September 1958.

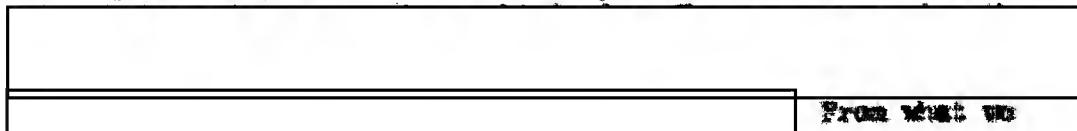
d. It would be suicidal for any airmen to ride the wings of a U-2 aircraft on take-off.

e. The U-2 operating from Hickam AFB was not engaged in a clandestine overflight of Chinese territory.

f. It is our belief, therefore, that Mr. Waters' article represents nothing more than good research of newspaper morgue files pertaining to the U-2 aircraft, confused to some extent.

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From what we

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have been able to learn concerning Mr. Waters, this is in conformity with his character. We believe, however, that the article is extremely damaging to the Project, and it is for this reason that we recommend an affirmative rebuttal, rather than a "no comment" approach to the problem at this time. It is our belief that there are many responsible-type newsmen in the United States who for sometime may have been suspect of our operations, but because they are Americans first and newsmen second, have chosen not to pry but to instead accept the given explanations. It is feared that Mr. Waters' article may represent an indication that there has been a "leak" and that they need no longer exercise discretion. It is our belief that by careful rebuttal, we may inform these gentlemen the manner in which the United States Government desires to conclude this incident.

b. With your concurrence we will proceed with the following action:

a. The DPD Cover Office has prepared a letter for signature of Brig. Gen. Alan H. Leibnitz, Director of Public Information, USAF, addressed to the editor of the Monogalia Star-Bulletin pointing out the false information in Mr. Waters' article and the embarrassment to the U. S. Government caused by such irresponsible reporting and leaving the editor to take such action as he sees fit. (See Attachment D)

b. Take action requesting General Leibnitz to contact the UPI correcting the false connotation given to his words in the UPI Bulletin and also pointing out the false information in the Star-Bulletin article.

c. Arrange to publish the true mission of the ABBC U-2 in conjunction with the next DINGOVERER retrieval effort.

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Security Officer  
SPD-UD/P

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CONFIDENCE:

Acting Chief, DPD-DO/P

Date

COORDINATION:

DPD Cover Officer

Attachments:

As cited

Distribution:

- 1 & 2 - Addresses
- 3 & 4 - DO/P
- 5 - CH/Admin/DPD
- 6 - Cover Off/DPD
- 7 - Ops/DPD
- 8 & 9 - DPD/Secur
- 10 - DPD/Secur CIA/L. Carone

"HONOLULU, SEPT 10--(UPI)-- THE HONOLULU STAR-N BULLETIN REPORTED TODAY A TOP SECRET AIR FORCE EXPERIMENTAL JET PLANE, THE U-2, MAY BE FLYING FROM HAWAII ON 'RECONNAISSANCE AT UNREACHABLE ALTITUDES OVER RED CHINA AND SOVIET RUSSIA.'

"THE STORY, WRITTEN BY STAR-BULLETIN MILITARY REPORTER, MARK WATERS, DREW A FLAT 'NO COMMENT' FROM PACIFIC AIR FORCE HEADQUARTERS AT HICKAM AIR FORCE BASE WHERE THE PLANE HAS BEEN STATIONED FOR 'OPERATIONAL TESTS' SINCE LAST APRIL. HERETOFORE, THE AIR FORCE HERE HAD BEEN PERMITTED BY THE PENTAGON TO DIVULGE THE PLANE IS EQUIPPED WITH THE 'LATEST TYPES OF AIR-BORNE WEATHER DATA COLLECTION EQUIPMENT' AND THAT ITS WORK WOULD 'MATERIALLY AID THE AIR FORCE BALLISTIC MISSILE AND SPACE ROCKET FIRINGS FROM VANDENBERG AIR FORCE BASE ALONG THE PACIFIC MISSILE RANGE.'

"WATERS DESCRIBED THE U-2 AS ONE OF 25 NOW BEING USED BY THE AIR FORCE AND SAID IT COULD FLY 'ABOVE 70,000 FEET IN RARIFIED ATMOSPHERE AT THE FRINGES OF SPACE.' HE REPORTED THE PLANE COULD 'CRUISE FOR HOURS BEYOND THE REACH OF ANY KNOWN AIRCRAFT AND PERHAPS HAS ANTI-RADAR TO WARD OFF DETECTION BY UNFRIENDLY RADAR.'

"WATERS SPECULATED THAT IT WAS A SPACE U-2 'A PILOT ON FORMOSA' REFERRED TO LAST SPRING WHEN WATERS VISITED THERE AND WAS TOLD BY THE PILOT THAT 'THE CHINESE PEOPLES ARMY CAN'T MOVE AN ARTILLERY PIECE WITHOUT IT BEING SEEN AND REPORTED BY OUR HIGH FLYING RECONNAISSANCE PLANES.'

S I C R E T

"WATERS SAID OTHER REPORTS OF THE PLANE INDICATES:

A. IT HAS TAKEN OVERHEAD PHOTOGRAPHS OF HURRICANES WHILE FLYING MORE THAN 15 MILES HIGH.

B. THE RESULTS OF ITS WORK ARE BEING UTILIZED BY ALL BRANCHES OF THE ARMED SERVICES.

"WATERS SAID 'THE TRUE MISSION OF THE MYSTERY PLANE, NOW HIGHLY CLASSIFIED, MAY BE MORE FANTASTIC THAN THE WILDEST SUPPOSITIONS.' WATERS SAID THE U-2 CARRIES ONLY A PILOT AND IS POWERED BY A SINGLE PRATT AND WHITNEY J-57 ENGINE. HE SAID ITS WING SPAN IS SO GREAT THAT OUTRIGGER WHEELS MUST SUPPORT IT ON THE GROUND. WHEN TAKING OFF, WATERS SAID, 'GROUND CREWMEN RIDE ON EACH WING HOLDING A WHEELED DOLLY IN PLACE UNTIL THE PLANE GAINS ENOUGH SPEED TO SUPPORT ITS LONG WINGS WITHOUT SCRAPING THE GROUND.'

2. FOLLOWING IS TEXT OF REPLY BY USAF OFFICIALS, ALSO CARRIED UPI:

"WASHINGTON, SEPT 11--(UPI)--AIR FORCE OFFICIALS DECLINED TO COMMENT TODAY ON A REPORT IN THE HONOLULU STAR BULLETIN ABOUT RECONNAISSANCE FLIGHTS BY A NEW U-2 JET PLANE.

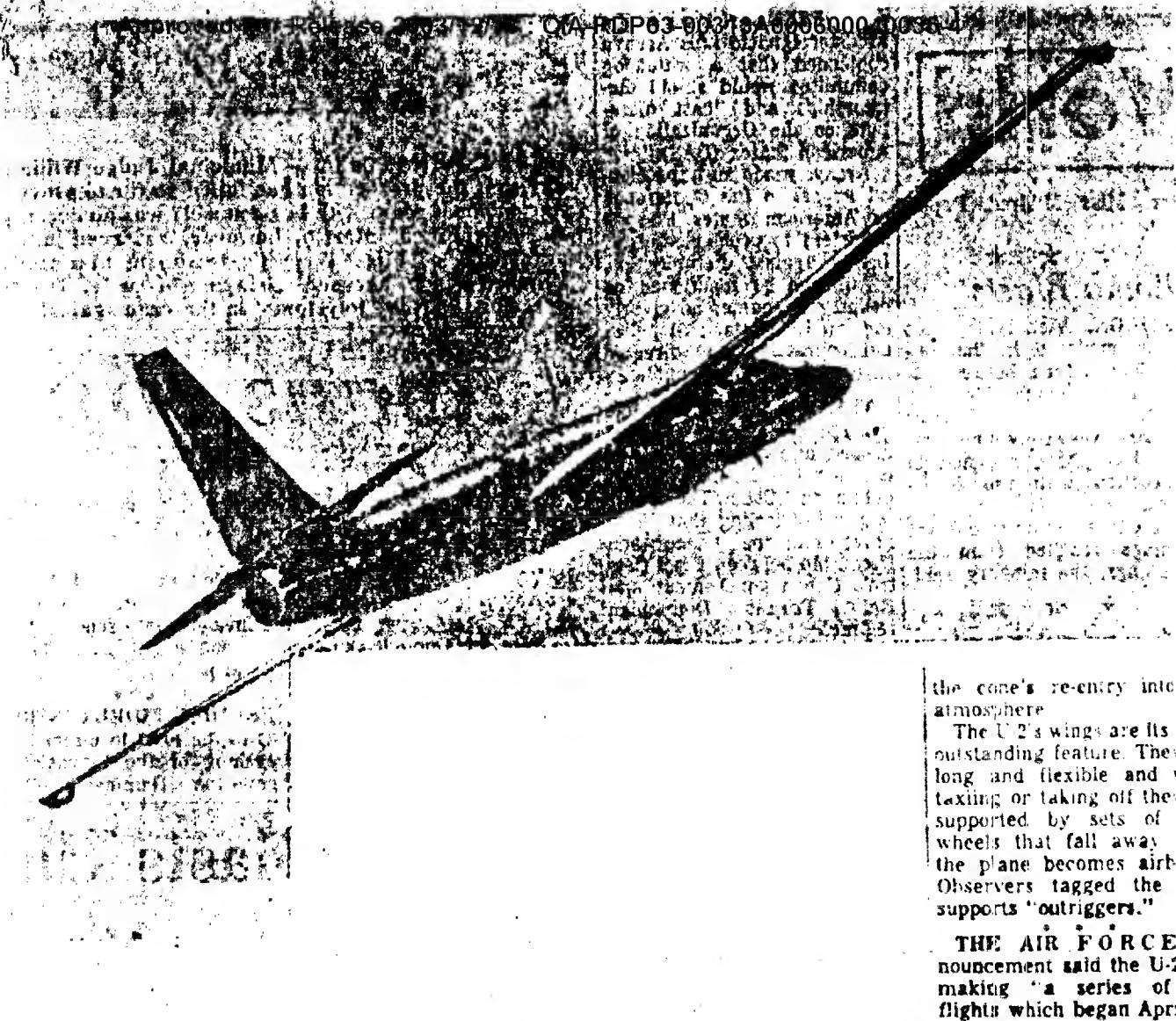
"BUT AN AIR FORCE SPOKESMAN SAID THE EXISTENCE OF THE PLANE IS 'NO SECRET'. HE ADDED THAT IT IS POWERED BY A SINGLE PRATT- WHITNEY J-57 TURBO JET ENGINE, CAN FLY AT HIGH ALTITUDES, AND HAS EXTRA LONG WINGS WITH OUTRIGGERS.

"HE LAUGHED AT THE REPORT THAT THE CREWMEN OF THE PLANE RIDE THE WINGS ON TAKEOFF."

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NOSE CONE  
EVADES ISLE  
SEARCH PLANES,  
SHIPS

BOMOLIO ADVERTISING  
15 AUG 59



This is probably the first published photo of top secret U-2 jet research plane.

## Strange U-2 Hides Here

An up-to-now top secret, high altitude jet aircraft with weirdly designed long, thin wings was used in yesterday's Discoverer nose cone recovery attempt, it was learned.

The plane, called the U-2, arrived at Hickam Air Force Base under cover of darkness sometime Thursday night or yesterday morning and the Air Force, questioned about the

IT FLEW with the nine big planes, issued a brief state-

Flying Boxcars that were to grab the nose cone as it plunged to earth. When the mission ended, the U-2 returned to Hickam where it was put under guard in a hangar.

It was seen in the hangar by at least one observer yesterday morning and the Air Force, questioned about the

ment which described the U-2 as a "high altitude research aircraft."

THE U-2'S ROLE in the nose cone catching mission was not disclosed.

There was speculation, however, that the plane may carry special photographic gear designed to capture on film

the cone's re-entry into the atmosphere.

The U-2's wings are its most outstanding feature. They are long and flexible and while taxiing or taking off they are supported by sets of light wheels that fall away when the plane becomes airborne. Observers tagged the wings supports "outriggers."

THE AIR FORCE announcement said the U-2 was making "a series of test flights which began April 13 and which are part of a development program to improve the operational effectiveness of the latest types of airborne weather data collection equipment."

It said the weather data obtained "will materially aid the Air Force ballistic missile and space firings from Vandenberg Air Force Base recently inaugurated on the Pacific Missile Range."

THE AIR FORCE said there was all the information on the U-2 authorized for release by the Defense Department.

If the plane is equipped with photo gear, observers speculated that it might include new types of wide angle lenses designed to photograph vast sweeps of the sky from high altitudes.

Such photographic might include the reentry of the nose cone even though the reentry was not seen by any observers in the area.

# Pilots May Get Chance Next Week

See Related Story, Page A-3

The Air Force's maiden attempt to catch the nose cone of a satellite failed yesterday, but specially-equipped "Flying Boxcars" from Hickam Air Force Base will have another try next week.

Nine of the big C-119 planes ranged out from Hickam yesterday to try to snatch the nose cone of Discoverer V as it plummeted down from space.

BUT THE nose cone and all its precious secrets vanished without a trace after being ejected successfully from the satellite. Ninety flyers, who have been practicing nose-cone snatching since last December returned home disappointed.

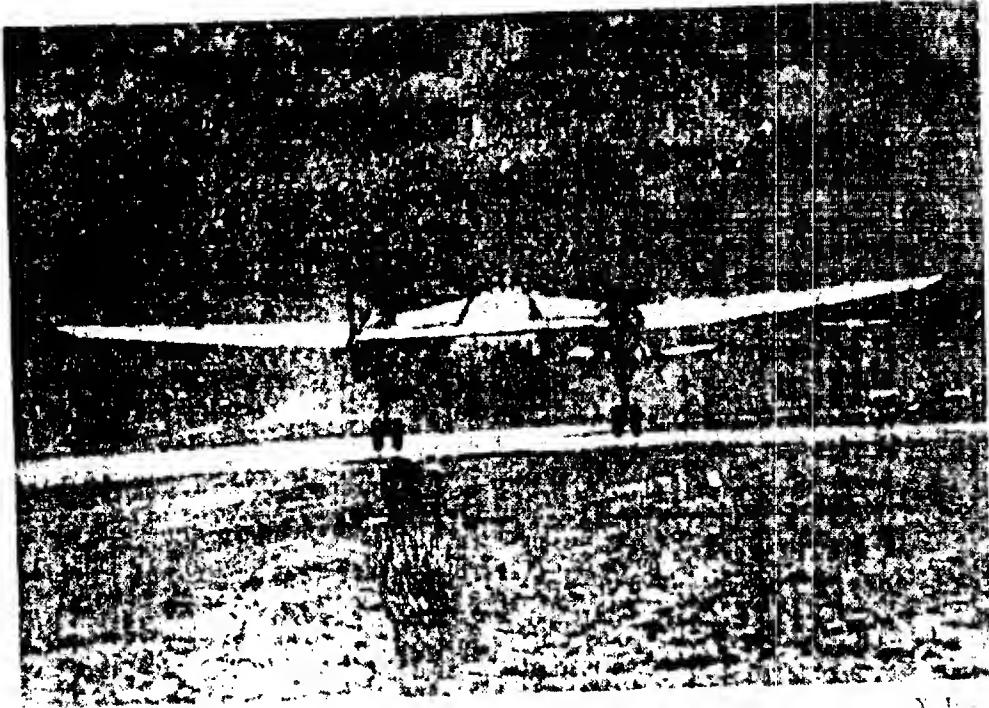
It was learned unofficially that another satellite, Discoverer VI, probably will be ready for launching from Vandenberg Air Force Base on Monday.

This would mean the Hickam planes again would be over the ocean southwest of here on Wednesday or Thursday, ready to try again.

JUST WHAT went wrong yesterday couldn't be learned officially here or anywhere else. Only one thing was sure -- the failure wasn't the fault of the men who flew out in the recovery planes confident of their ability to snag the nose cone if it came their way.

The thing just didn't show up. It sent no radio signals and it wasn't spotted.

NAVY SHIPS continued  
to night to search the



Nose-cone catching Flying Boxcar takes off on its futile mission.

capsule. But assuming it did come down and was floating on the sea, its radio was silent. The capsule measures 27 inches by 33 inches. Authorities conceded the search was almost, but not quite, hopeless.

The planes took part in the search during the afternoon, then came home about 5:15 p.m. They had taken off in the morning just before 9 a.m. They were in the air more than eight hours.

The Navy surface and helicopter search of the 10,000 square mile capsule target area was expected to continue through today.

YESTERDAY'S failure at capsule recovery was the second in a total of five Discoverer satellite firings so far.

Dear Mr. Allen:

On 10 September 1959, an article authored by Mr. Mark Waters on the subject of the Air Force U-2 aircraft and its appearance in Hawaii, appeared in the Honolulu Star-Bulletin. This article was subsequently transmitted by the United Press International and has since been brought to my attention through inquiries by various press members seeking confirmation or additional information.

I have just completed a review of the article in question and am rather alarmed at the number of discrepancies that appear in Mr. Waters' story when I compare some of his statements with official Air Force records. As you are undoubtedly a person of integrity with a sincere desire to have your newspaper reflect a like quality, I am alerting you to the existence of these discrepancies.

First of all, I would like to repeat the stated mission of the Hawaiian based U-2 aircraft. It was dispatched to Hawaii at the direction and under the control of the Air Research Development Command to assist in the recovery phase of the RECONEX Satellite Program. Its mission has never been a matter of secrecy. It did, however, contain extremely sensitive measuring devices which, in order to properly function, had to be maintained under controlled conditions. Much of this equipment is experimental and has been classified, for the present, in the interest of National security. The aircraft, on the other hand, is not a classified vehicle and was most certainly not painted a mysterious black, as Mr. Waters would have your readers believe. It was metallic in finish and carried the standard Air Force markings. Further, airmen do not ride the wing tips preparatory to take-off for this would be a suicide mission. I must admit, however, words of this nature do supply color to Mr. Waters' story.

Since acquiring the U-2, the Air Force has restricted its use of the vehicle to programs within the Western Hemisphere. An Air Force U-2 has never been operational on the Island of Formosa as implied by Mr. Waters. Aside from the recent visit to Hawaii, the only mission of an Air Force U-2 outside the continental limits of the United States has been to participate in a joint United States/Argentine upper atmosphere sampling program. The objective of that program was to determine the degree of atomic contamination, if any, in the atmosphere and to conduct studies of any concentration of such contamination both North and South of the equator. The Saturday Evening Post recently completed a series of articles on this very subject including a reference to the participation of the U-2 aircraft.

As for the balance of Mr. Waters' story, I have no reason for comment. To do so would be a challenge to the entire freedom of the American press. I can only observe the untruths which could only have been stated to give color to a personal opinion. I make this observation only because I believe such deliberate disinformation can be harmful to the industry and to our Nation.

If I have in any way offended you or the Star-Bulletin in expressing what was intended as constructive criticism, please accept my apologies. I sincerely hope that on the occasion of the next visit to Hawaii of the Air Force U-2, the assistance it will be rendering to a scientific program will be more accurately reported in the Hawaiian press.

Most sincerely,

WING A. BUDDEMAN  
Major General  
USAF